BookletChart™

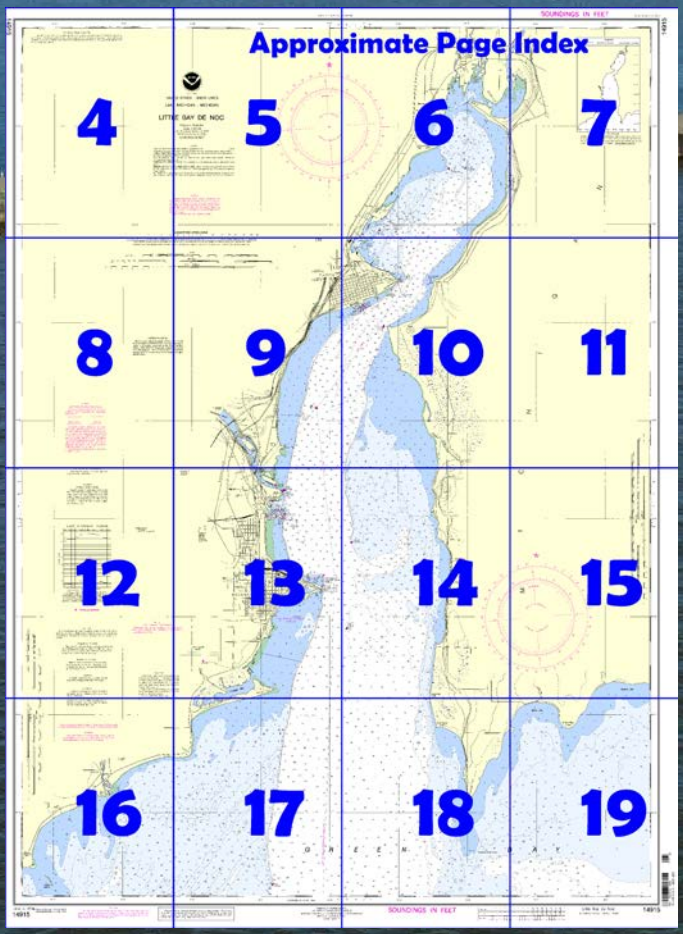
Little Bay de Noc

NOAA Chart 14915

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14915

(Selected Excerpts from Coast Pilot)
Little Bay de Noc is the W arm of the N end of Green Bay. The bay is entered between **Fishery Point** on the W and Peninsula Point on the E. Very shallow ledges extend off both sides of the bay, but the natural channel up the middle of the bay has good deep water and permits the passage of the deeper draft vessels on the lakes.
Ford River, Mich., is a small fishing village at the mouth of **Ford River** on the W side of the entrance to Little Bay de Noc.
Escanaba, Mich., is on the W side of Little Bay de Noc, 6 miles NE of Ford River and 7 miles NW of Peninsula Point. A lighted red brick cylindrical building in the city is prominent. **Sand Point,** marked by a private light, extends E from shore at the city and protects the harbor area on its N side. The harbor has depths of 28 to 40 feet within 0.4 mile of shore and affords access for the largest vessels on the lakes. **Escanaba River** flows into the harbor 2.5 miles NW of Sand Point.
Escanaba Light (45°44.8'N., 87°02.2'W.), 45 feet above the water, is shown from a white square tower with a green stripe on a crib on the NE side of the shoal on the N side of Sand Point; a fog signal is at the light. A buoy 0.35 mile W of the light marks the N side of an obstruction.
A small-craft basin, developed by the city and the Michigan State Waterways Commission, is on the S side of Sand Point. A small island, connected to the mainland by a bridge at the W end, forms the S side of the basin. The entrance to the basin has depths of 9 feet, with 1 to 12 feet in the basin. A private light on Sand Point marks the N side of the entrance. Transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out facilities, launching ramp, and harbormaster services are available. The harbormaster monitors VHF-FM channels 16 and 9. A boatyard 0.5 mile S of Escanaba River has a 50-ton vertical boat lift and can make repairs to 80-foot vessels.
From Sand Point the shore extends N, then bends NE to Saunders Point at Gladstone. Very shallow water extends up to 0.6 mile from shore in this reach.
Gladstone, Mich., is on the W side of Little Bay de Noc, 7 miles N of Escanaba. **Saunders Point,** marked by a light, extends E from shore at Gladstone and help protects the upper part of the bay on its SW side. The E part of the upper bay, just N of Gladstone, has depths of 23 to 30 feet, with shoaling to less than 10 feet in the W part. Buoys mark the E and N extent of shoals on the N side of Saunders Point.
A small-craft basin, developed by the city and the Michigan State Waterways Commission, is 1.2 miles SW of Saunders Point. The entrance to the basin, with a reported depth of 7 feet in 1999, is protected on the SW side by a pier and detached breakwater. The E end of the breakwater is marked by a private light and the entrance channel is marked by buoys. The basin has reported depths of 4 to 8 feet. A municipal marina in the basin offers: gasoline, diesel fuel, water, ice, electricity, sewage pump-out, transient berths, marine supplies, launching ramp and harbormaster services. The **harbormaster** monitors VHF-FM channels 16 and 9. A 3-ton hoist is also available for engine and minor hull repairs. Another public launching ramp is about 1.4 miles NW of Saunders Point Light on the shore W of Butlers Island.
Tacoosh River, Rapid River, and **Whitefish River** flow into the N end of Little Bay de Noc through a common mouth between spits of land that extend from the E and W shores of the bay
Shoals extend about 1 mile from the head of Little Bay de Noc. From the head of the bay to Squaw Point, depths of 1 to 3 feet extend about 0.3 mile off the E shore. Below Squaw Point, the shoal border increases to a width of over 2 miles and is marked on the W side by a lighted buoy 5.1 miles S of Squaw Point opposite the village of **Stonington, Mich.** The shore in the vicinity of Stonington is bluff. Below Stonington the shoal border decreases from 0.5 mile wide to about 0.2 mile wide at **Dutchman Point,** 4 miles S. From Dutchman Point to Peninsula Point, the shore should be given a berth of 0.8 mile.
Escanaba, Mich. **Local magnetic disturbance.**–Differences from normal variation of up to 17° have been observed in the vicinity of Escanaba.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Corrected through NM Apr. 26/03
Corrected through LNM Apr. 8/03

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.204″ southward and 0.432″ westward to agree with this chart.

NOTE E

LOCAL MAGNETIC DISTURBANCE

Differences from normal variation of as much as 17° have been observed near Escanaba in the vicinity of Lat. 45°44′, Long. 87°04′.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

Most of the hydrography identified by the letter 'j' was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and the U.S. Coast Guard.

14915

87°10' 87°08' 87°06'

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

45°54'

45°52'

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - MICHIGAN

LITTLE BAY DE NO

Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....
Referred to mean water level at Rimouski, Quebec, International Great Lakes D
SAILING DIRECTIONS. Bearings of sailing courses are true and distances give
statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard LIght List for supplemer
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Refer to charted regulation section numbers.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. With right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in

FEET

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

METERS

0 1000 2000 3000

Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

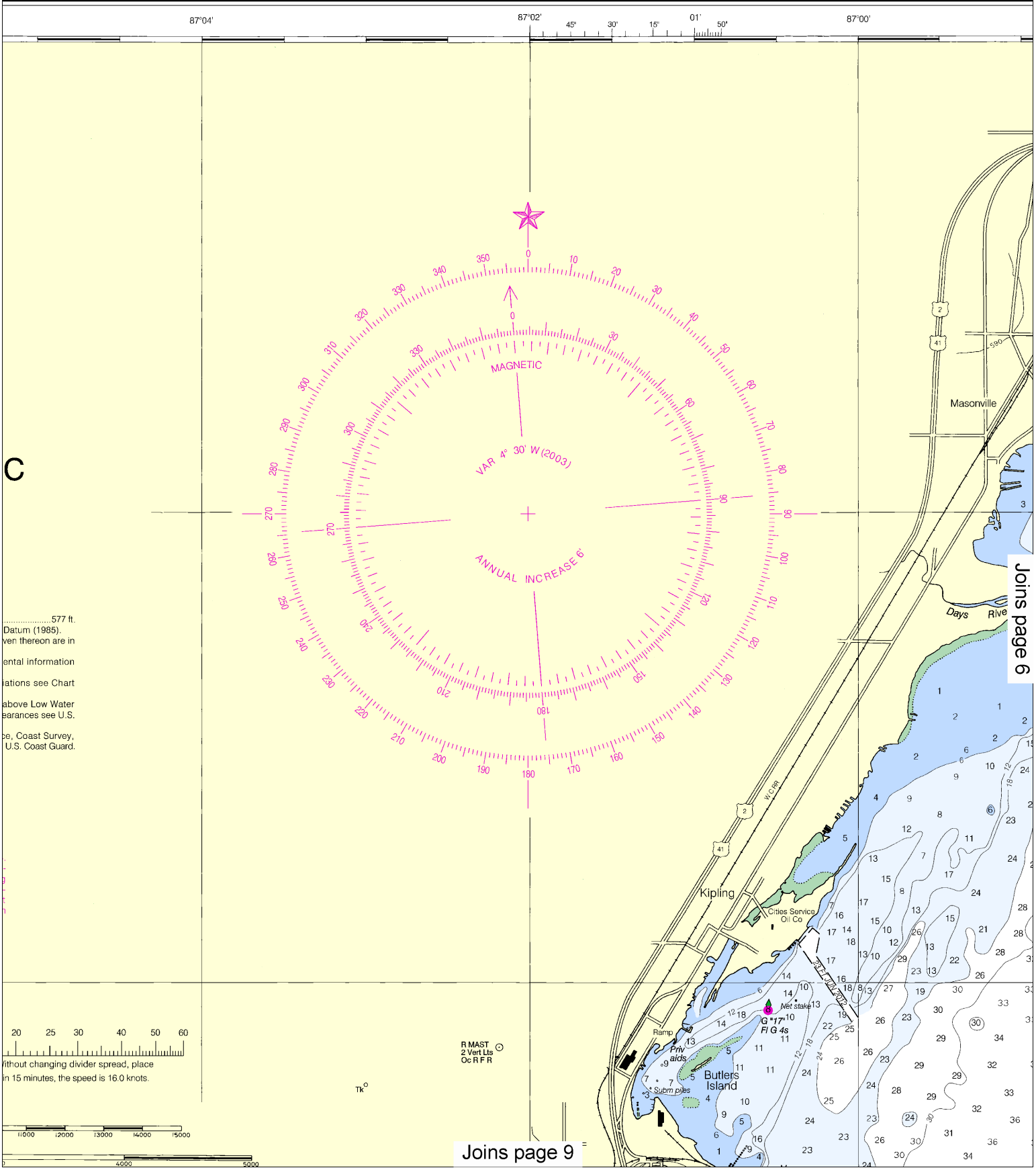
Nautical Miles

1 0 1 2

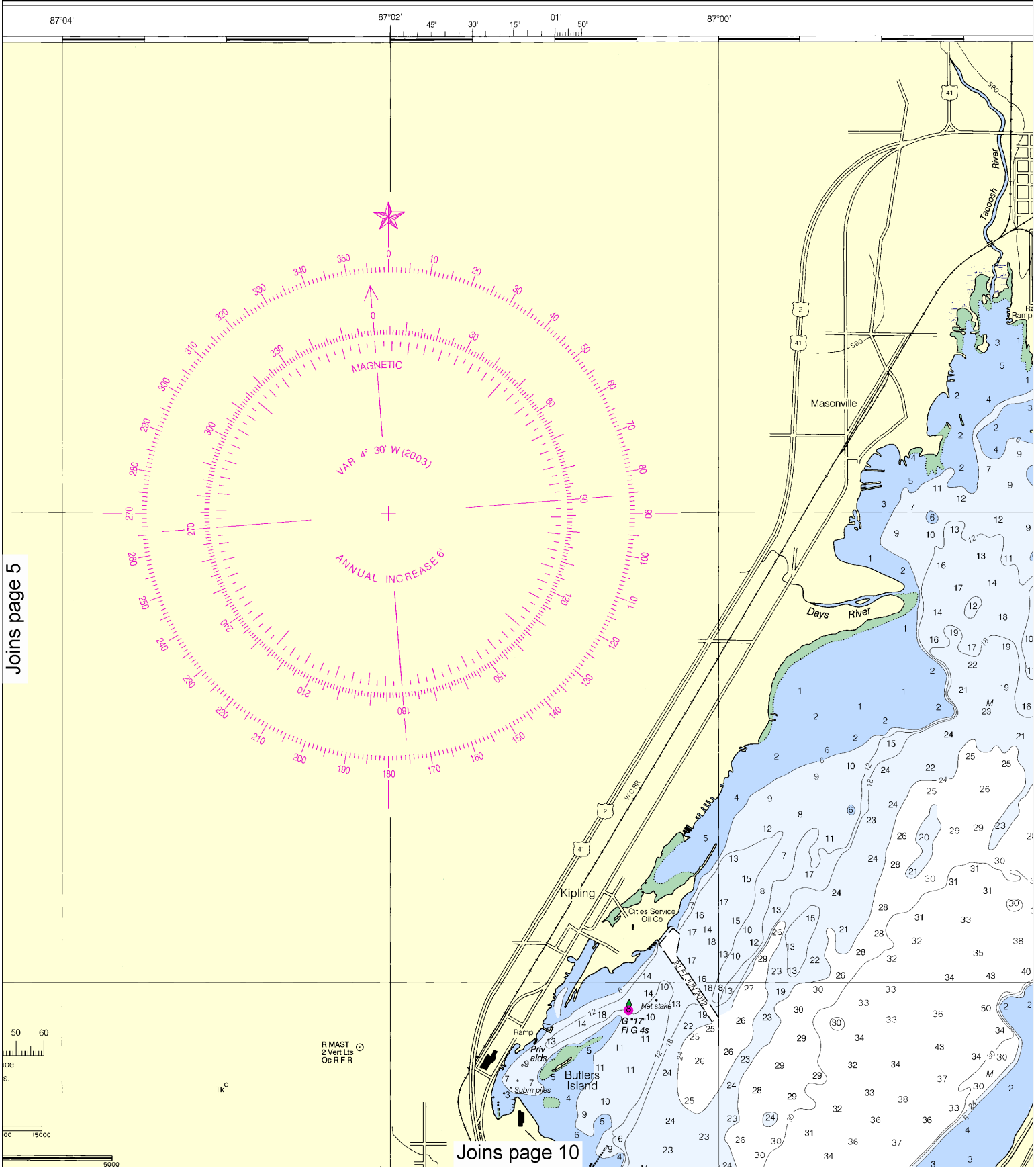
Yards

1000 0 1000 2000 3000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:40000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



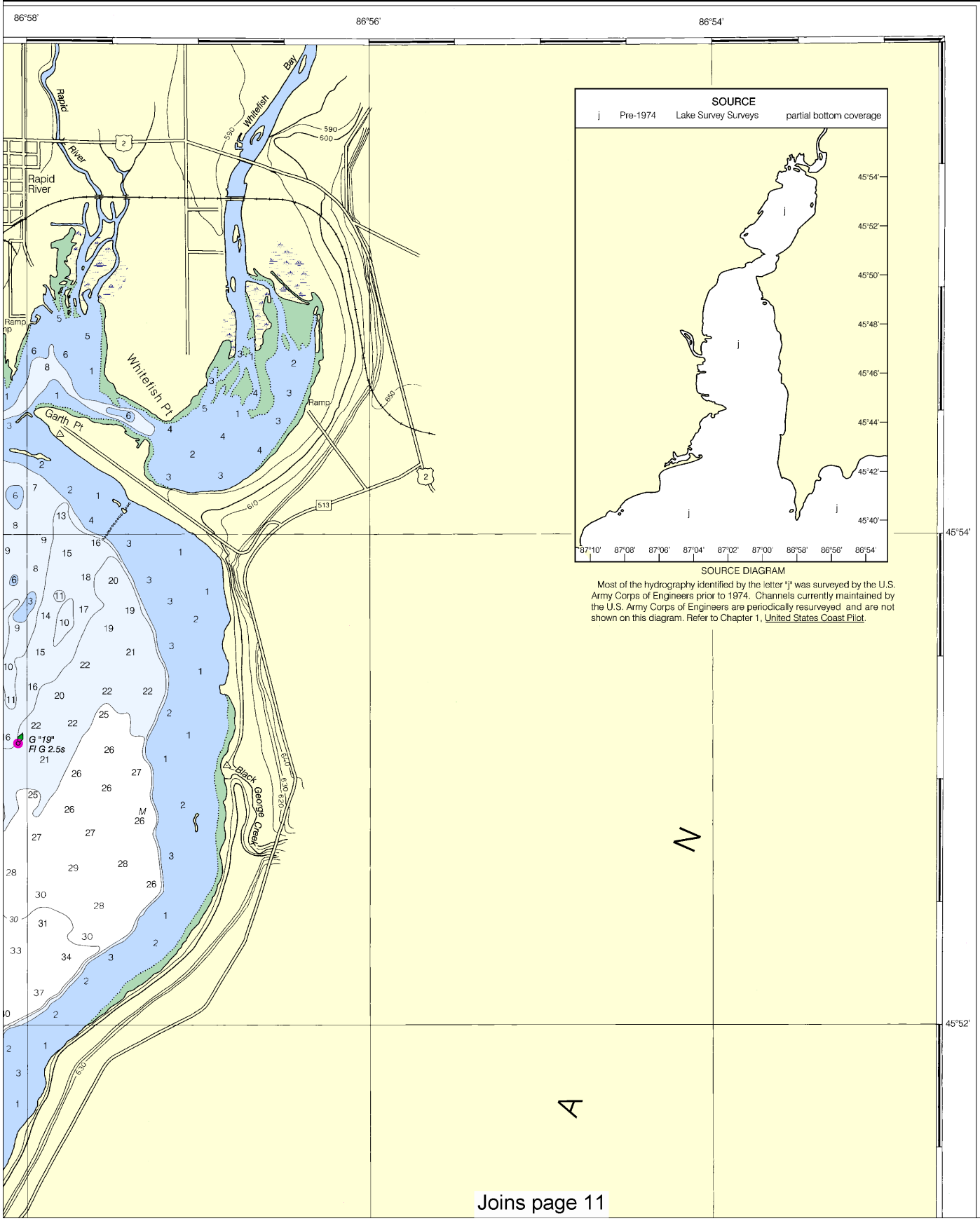
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 11

Joins page 4

LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. With right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in

FEET

1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

METERS

1000 500 0 1000 2000 3000

STATUTE MILES

1 7/8 1 3/4 1 5/8 1 1/2 1 3/8 1 1/4 1 1/8 1 0 .5

45°50'

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.204" southward and 0.432" westward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

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Pipeline Area *Cable Area*

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Covered wells may be marked by lighted or unlighted buoys.

45°48'

Chimney (Strobe)

ESCANABA

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

R MAST
2 Vert Lts
Oc R F R

47'

45'

Joins page 12

CAUTION

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

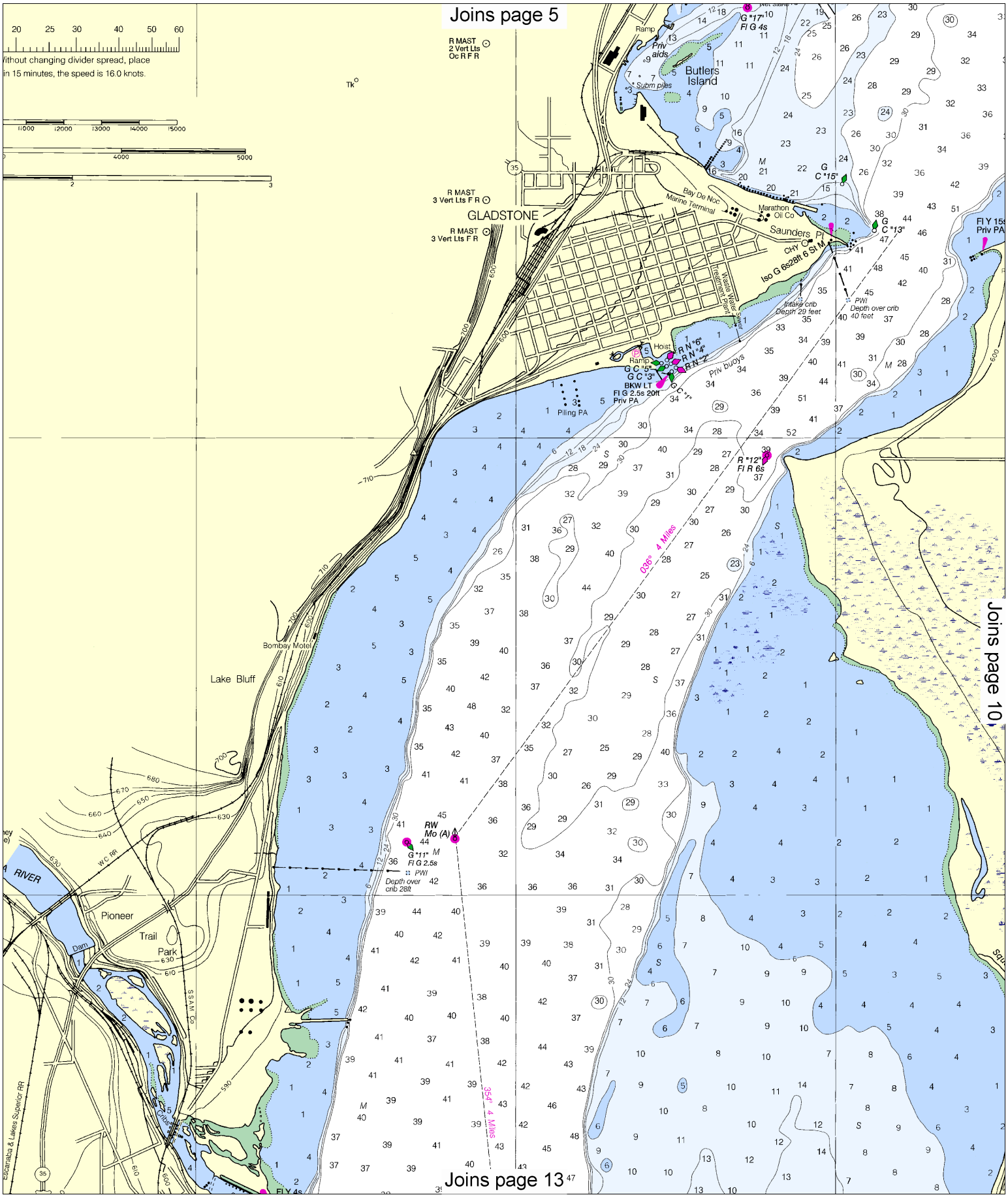
Nautical Miles

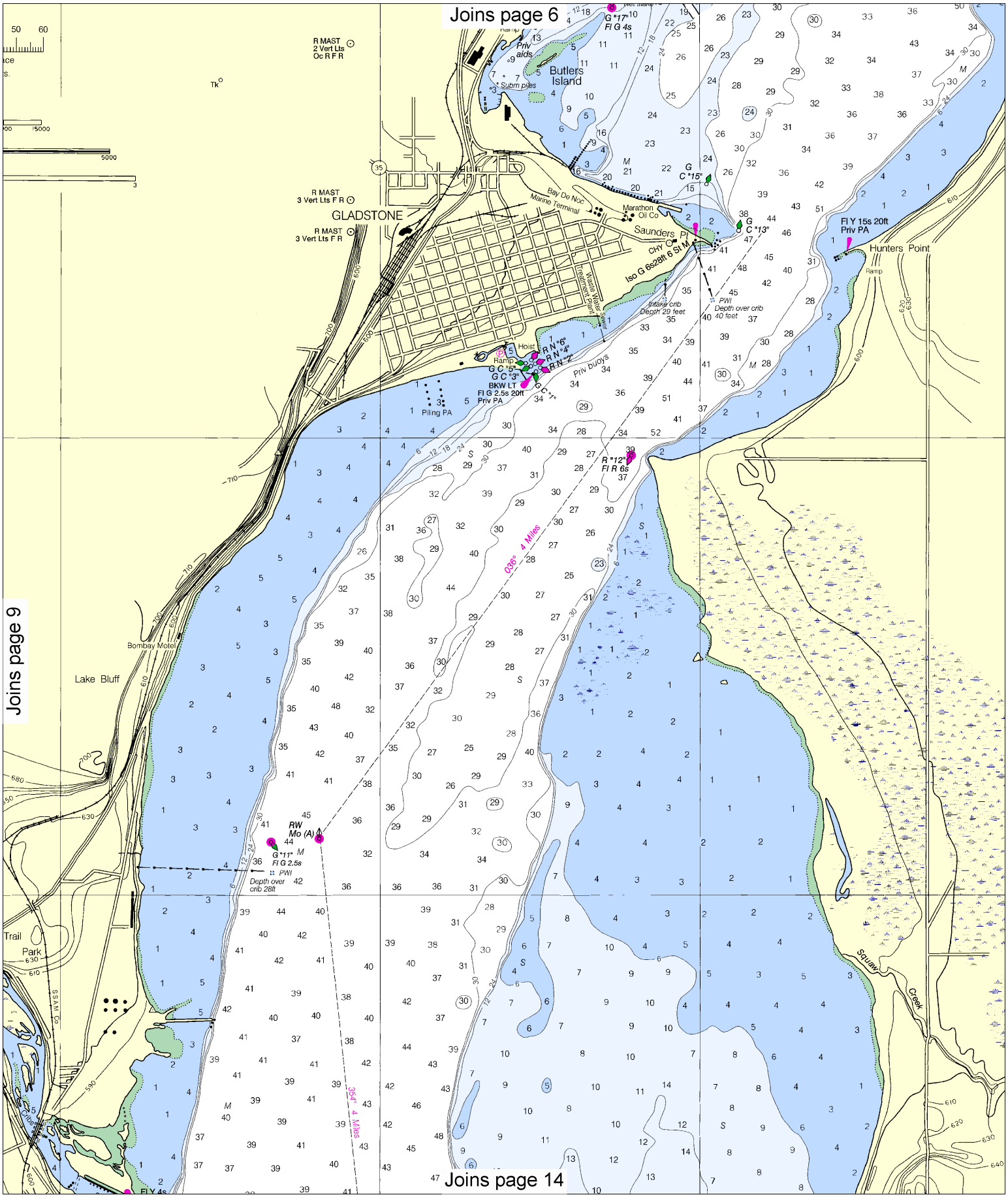
1 0 1 2

Yards

1000 0 1000 2000 3000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
GLADSTONE
Butlers Island
Lake Bluff
Pioneer Trail Park
Dam
RIVER
Bay De Noc Marine Terminal
Marathon Oil Co
Saunders Pt
Waste Water Treatment Plant
Intake crib Depth 29 feet
PWI Depth over crib 40 feet
Depth over crib 28ft
Bombay Motel
Ramp
Hoist
Priv aids
Subm piles
Priv buoys
Piling PA
Marina
Tk
R MAST 2 Vert Lts Oc R F R
R MAST 3 Vert Lts F R
R MAST 3 Vert Lts F R
G "17" Fl G 4s
G "15"
G "13"
Fl Y 15s Priv PA
Iso G 6s28ft 6 St M
R "6"
R "4"
R "2"
G C "5"
G C "3"
BKW LT Fl G 2.5s 20ft Priv PA
R "12" Fl R 6s
RW Mo (A)
G "11" Fl G 2.5s
036° 4 Miles
354° 4 Miles
W C RR
S S A M Co
Escanaba & Lakes Superior RR
Fl Y 4s
20
25
30
40
50
60
Without changing divider spread, place
in 15 minutes, the speed is 16.0 knots.
11000
12000
13000
14000
15000
4000
5000
2
3



Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

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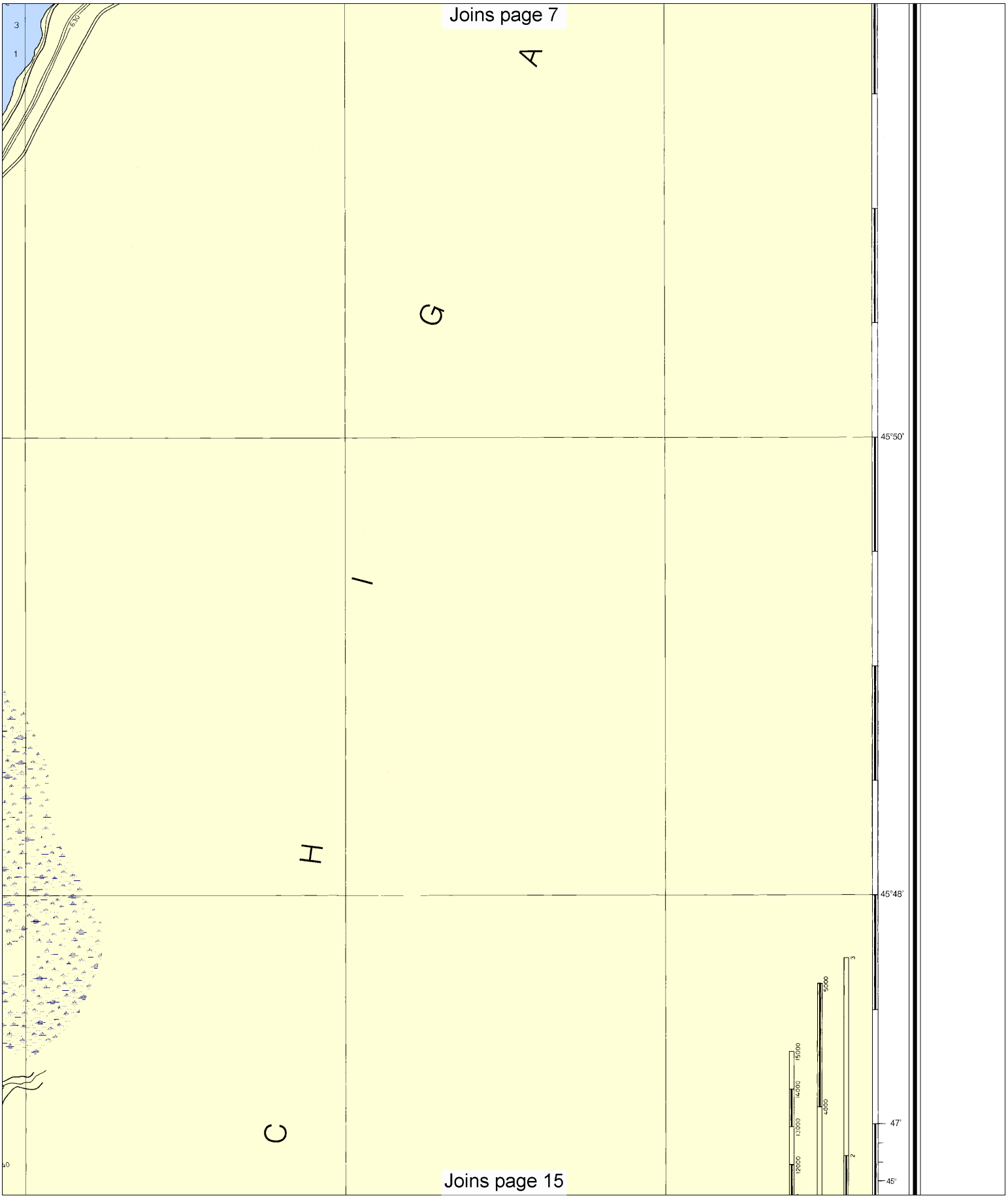
Joins page 7
A
G
I
H
C
45°50'
45°48'
47'
Joins page 15

Joins page 8

47'
45'
30'
15'
45°46'
50'
45°44'

SUPPLEMENTAL INFORMATION

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CAUTION

POTABLE WATER INTAKE

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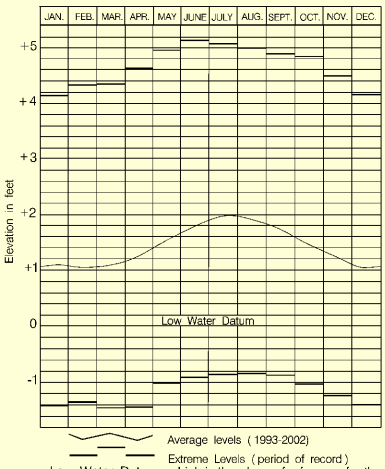
R MAST
2 Vert Lts
Oc R F R

Escanaba & L...

LAKE MICHIGAN - HURON



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R RELAY MAST
2 Vert Lts
Oc R F R ⊙ ⊙ R TR

R MASTS
(WDBC)
680 kHz
3 Vert Lts
Oc R 2 F R

Ⓟ Pump-out facilities

NOTE E

LOCAL MAGNETIC DISTURBANCE

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CAUTION

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POLLUTION REPORTS

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. Fo... see U.S. Coast Guard Light List.

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Delta County Airport

AERO

Portage Cr.

35

Joins page 16

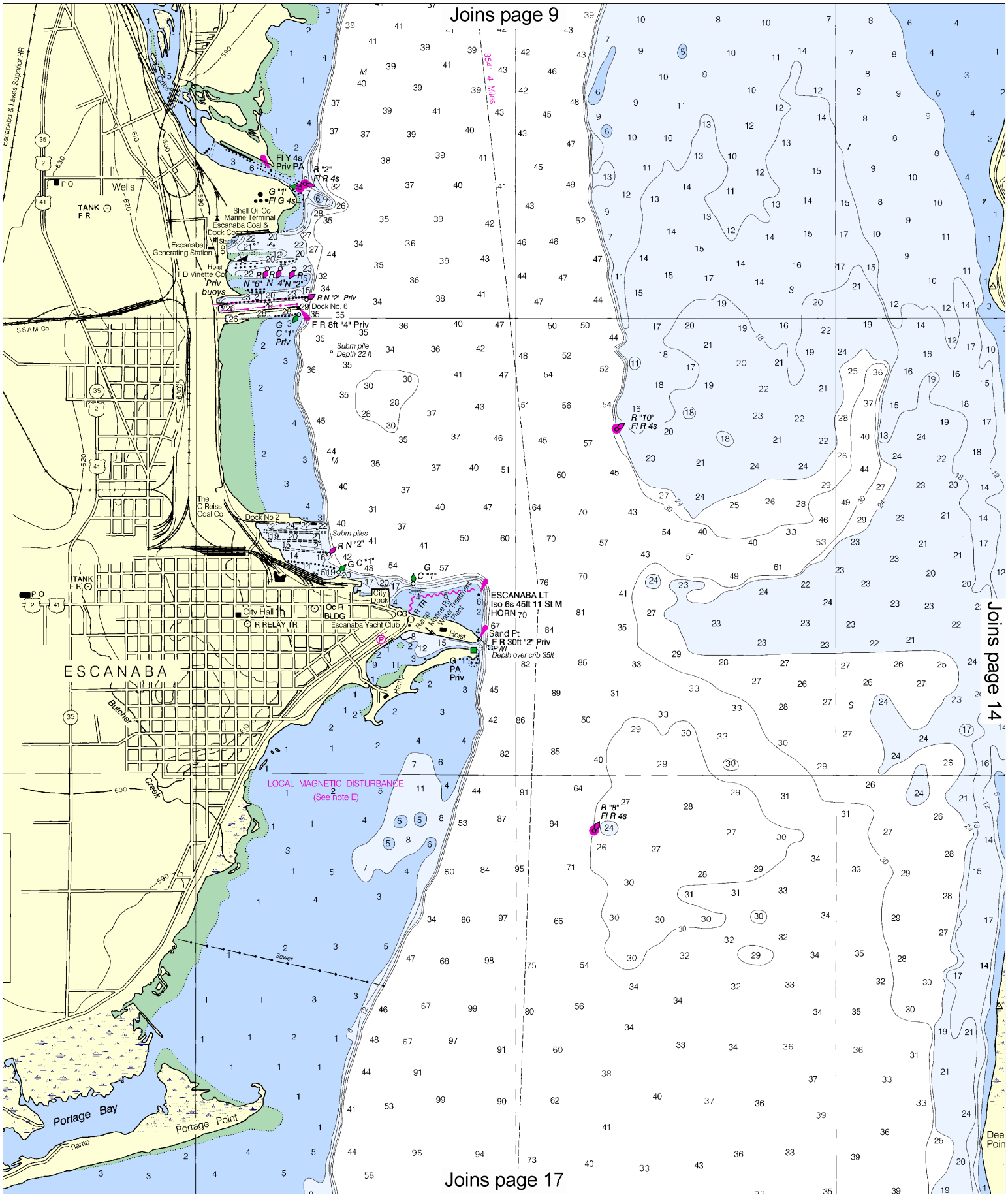
Note: Chart grid lines are aligned with true north.

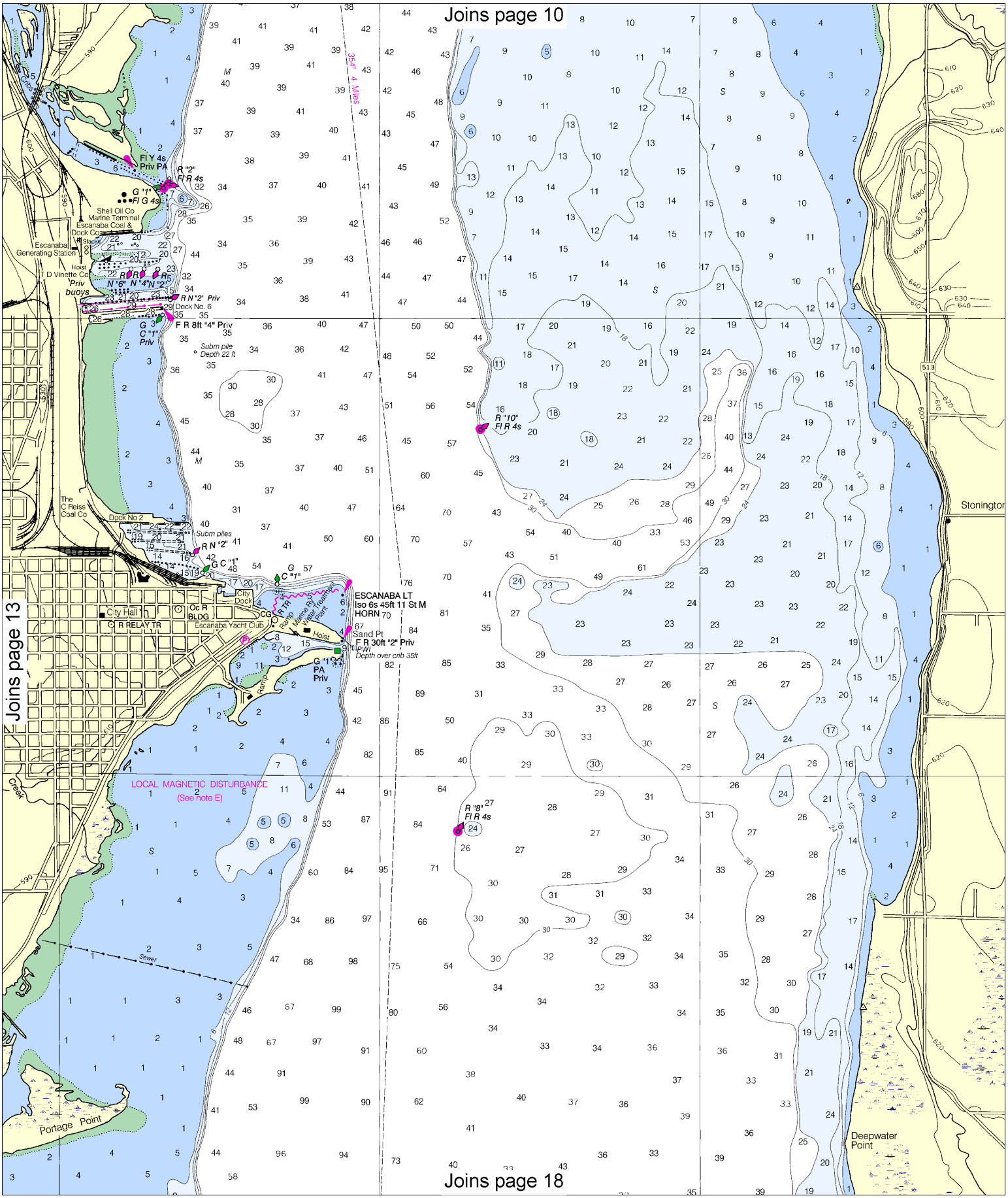
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


Joins page 9
Joins page 14
Joins page 17
ESCANABA
Escanaba & Lakes Superior RR
Wells
P O
TANK
F R
Fl Y 4s
Priv PA
R "2"
Fl R 4s
G "1"
Fl G 4s
Shell Oil Co
Marine Terminal
Escanaba Coal &
Dock Co
Escanaba
Generating Station
Hoist
T D Vinette Co
Priv
buoys
N "6"
N "4"
N "2"
R N "2" Priv
Dock No. 6
SSAM Co
G "1"
C "1"
Priv
F R 8ft "4" Priv
Subm pile
Depth 22 ft
R "10"
Fl R 4s
The
C Reiss
Coal Co
Dock No 2
Subm piles
R N "2"
G C "1"
G
C "1"
City Hall
R RELAY TR
Oc R
BLDG
City
Dock
CG
F TR
Ramp
Marine Pk
Water Treatment
Plant
Escanaba Yacht Club
Hoist
ESCANABA LT
Iso 6s 45ft 11 St M
HORN 70
Sand Pt
F R 30ft "2" Priv
PWI
Depth over crib 35ft
G "1"
PA
Priv
Ramp
Butcher
Creek
Sewer
LOCAL MAGNETIC DISTURBANCE
(See note E)
R "8"
Fl R 4s
Portage Bay
Portage Point
Ramp
354° 4 Miles



14

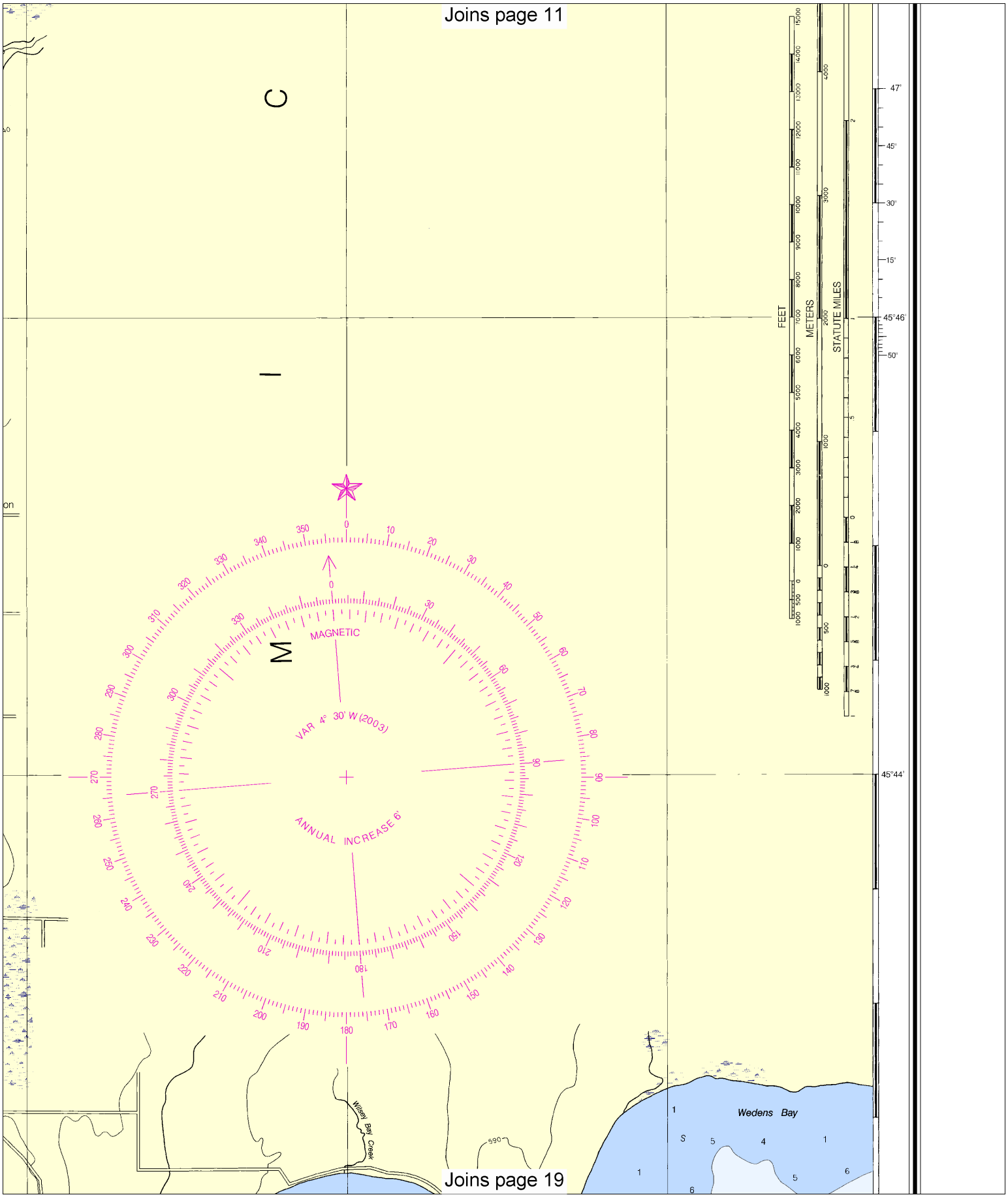
Note: Chart grid lines are aligned with true north.

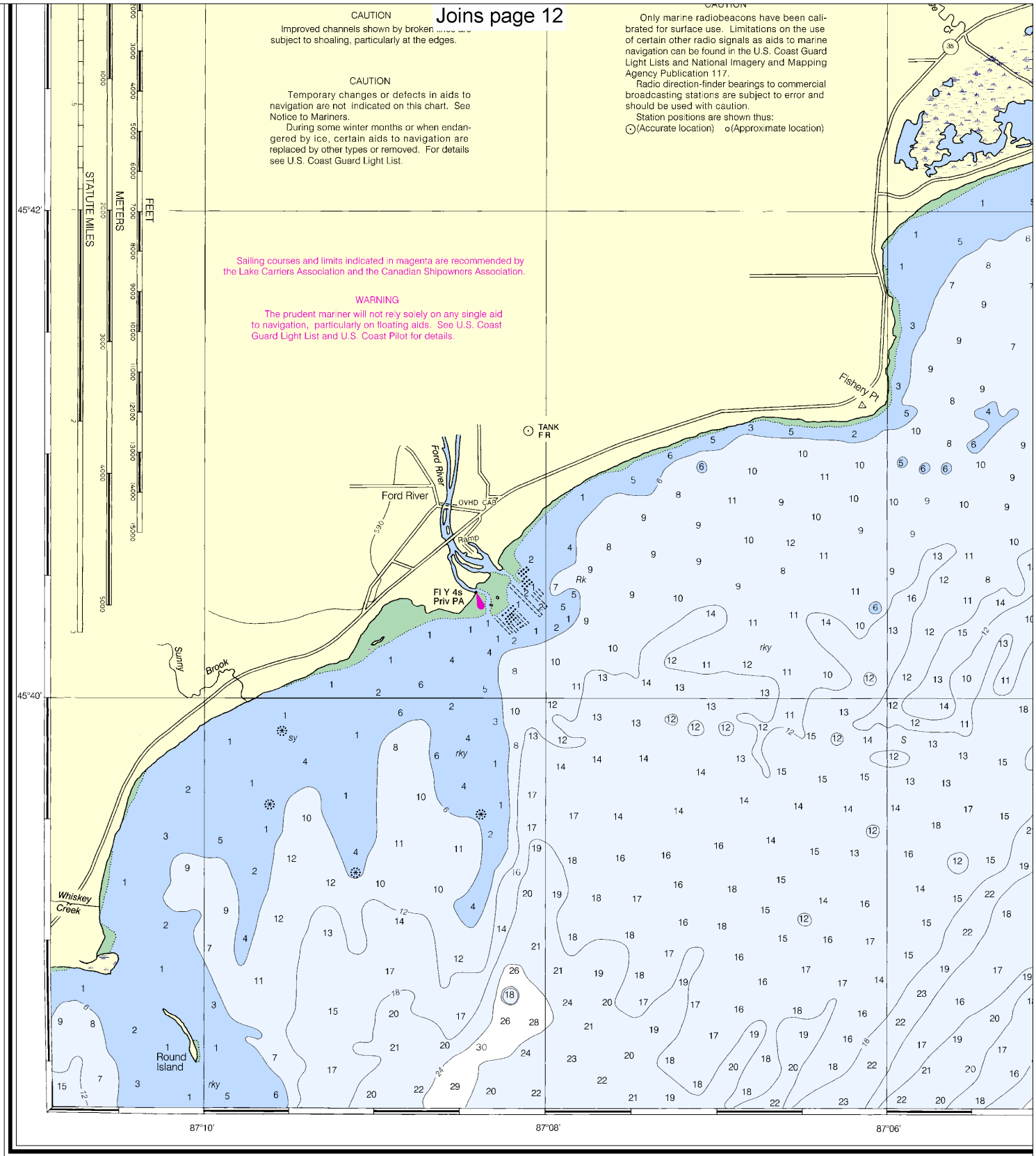
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


Joins page 11
C
I
M
MAGNETIC
VAR 4° 30' W (2003)
ANNUAL INCREASE 6'
FEET
METERS
STATUTE MILES
45°46'
45°44'
Wedens Bay
Wisley Bay Creek
Joins page 19



25th Ed., Apr. /03 ■ Corrected through NM Apr. 26/03
Corrected through LNM Apr. 8/03

14915

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or c improving this chart to the Chief, Marine Chart Division (N/CS2), Nat Service, NOAA, Silver Spring, Maryland 20910-3282.

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

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Yards: 1000 0 1000 2000 3000

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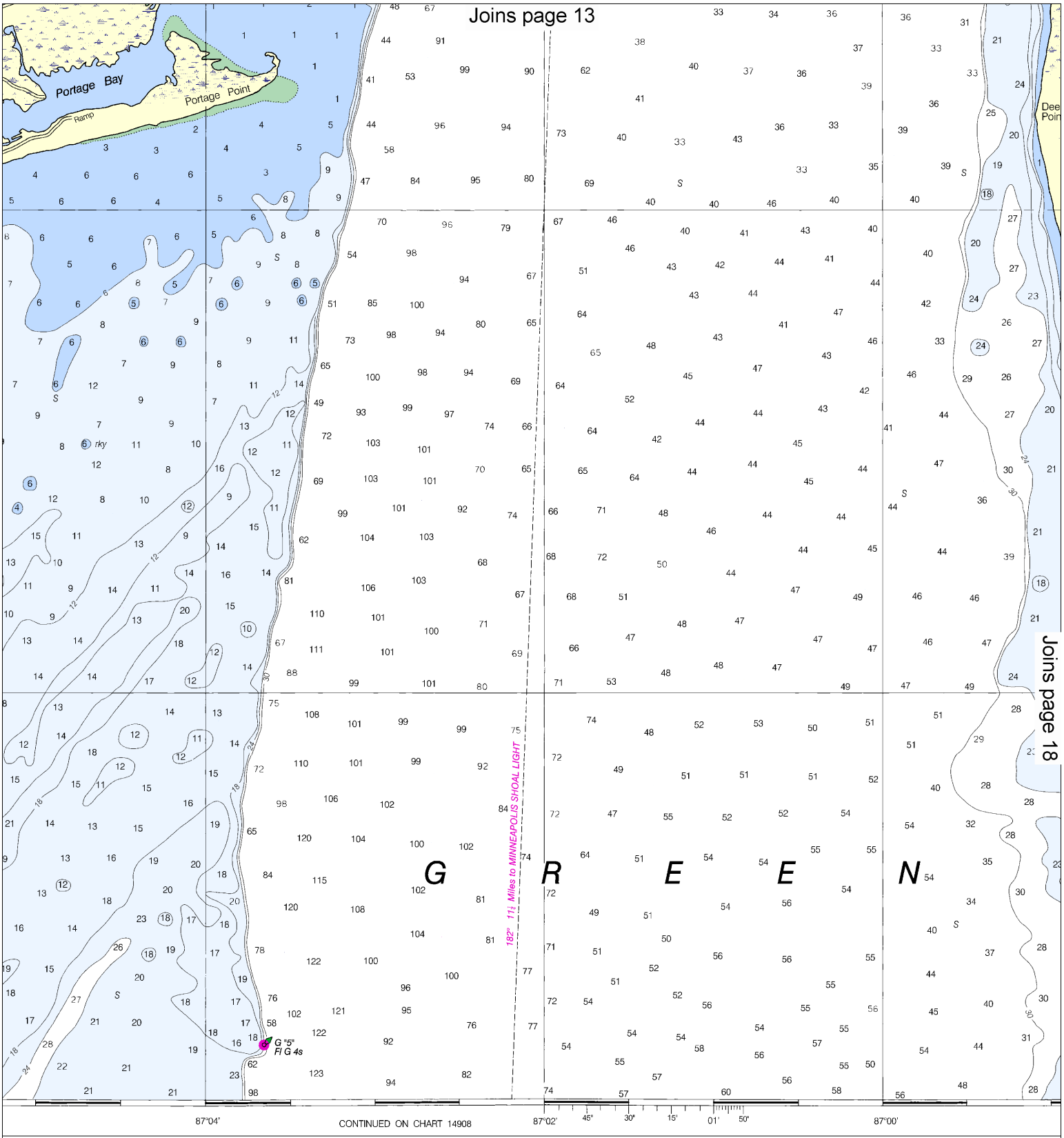
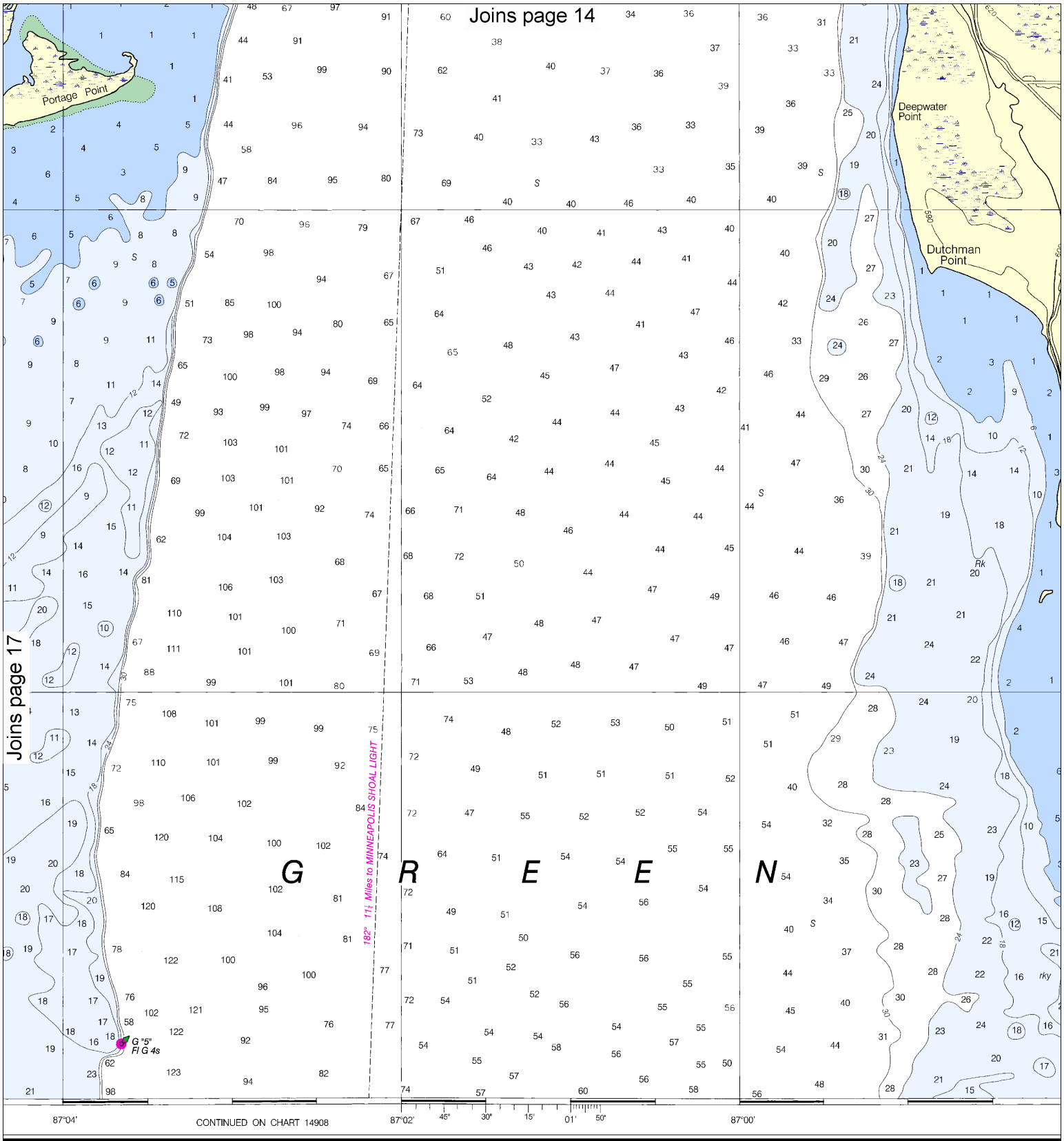


. The National
comments for
ational Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

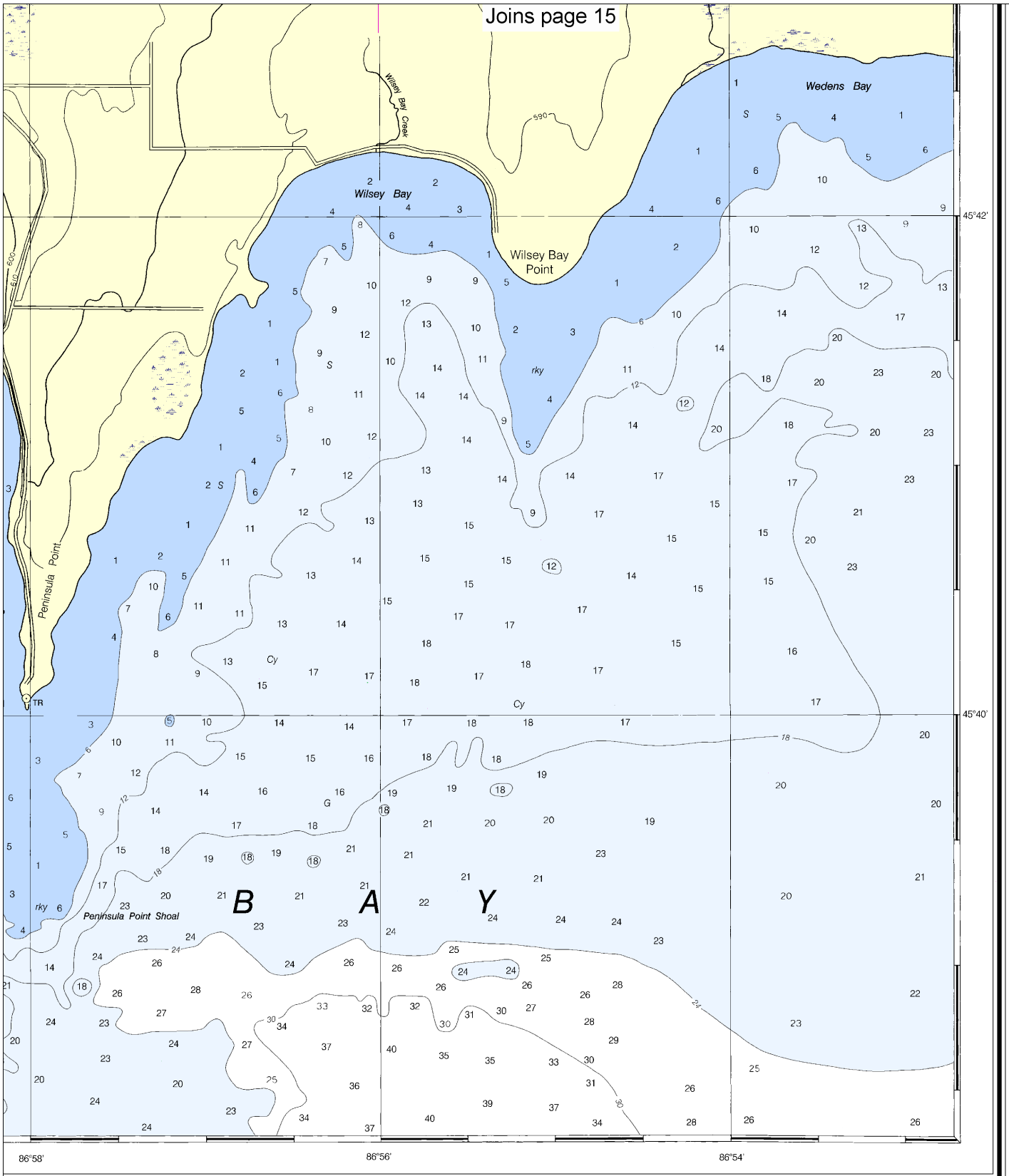
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.



FATHOMS / FEET / METERS

Little Bay de Noc

SOUNDINGS IN FEET - SCALE 1:30,000

14915

ED NO. 25

NSN 7642014010685 NIMA REFERENCE NO. 14XHA14915

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
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Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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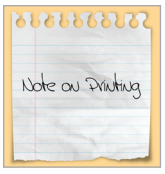

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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